Admits That His Testimony in Scranton About the Markle Evictions Was Based on Hearsay and Was Wrong-Trained Nurse Tells of Her Work in Jeddo

PHILADELPHIA. Jan. 26.—Samuel Dickson, attorney for Coal Operator John Markle, sprung a surprise on the mine workers to-day by calling Daniel S. McCarthy, counsel for the union men, to the stand and asking him pointed questions for about half an hour. Mr. McCarthy first protested, then in turns grew unhappy, indignant and vociferous. The sifting of Mr. McCarthy left a very small residuum the Scranton testimony on evictions by the Markles.

The counsel for the miners was also forced to confess that his innuendoes upon the payment of company doctors were based entirely on hearsay evidence. Later in the day Mr. Darrow was sharply rapped to order by Judge Gray for endeavoring to disconcert Gertrude Martin, head nurse of the Markle medical corps.

Mr. Dickson caused gratification to the commission by announcing that he would rush his case through without cumulative testimony. Mr. McCarthy was visibly distressed when Mr. Dickson called him to the stand. He nervously adjusted his glasses, and protested. Gen. Wilson, who was presiding, cut him short. He was asked when he had first heard that notices had been served upon twelve tenants, discharged miners, who had been evicted. He said the men had come to his office and employed him as counsel. Mr. Dickson asked him if he had seen the leases for himself. Mr. McCarthy had intimated that they had not been signed. Mr. McCarthy said he had told his clients to go and ask for copies of the leases.

I have heard of papers being obtained by fraud before," he said. "You are familiar with the terms of the leases," then asked Mr. Dickson, "and do you not know in point of fact that the houses which were built and owned by G. B. Markle & Co. were only intended for the use and occupation of the employees of

the firm?" "Well, I think so."

Opening up another vein Mr. Dickson "What do you know about the company

doctors at Markle & Co's?" "I don't know that the miners object to them, except that they are not consulted as to who treats them."

"Do you mean that the men are compelled to call a company doctor?" Not openly, but there is a secret coercion

"Is not this contrary to your evidence at Scranton? Did not you say then that company doctors are an evil, and that they

truth?" inquired Mr. Dickson. "Always," hotly replied Mr. McCarthy In Scranton I was referring to certain instances. I always tell the truth." "And you a lawyer," softly remarked

Bishop Spalding. Pressed by Mr. Dickson Mr. McCarthy admitted that all he had said at Scranton concerning the charges that the Markles collected money from the employees for each medical visit and then paid the doctors a salary was based entirely upon rumors he had heard.

"Did you ever take the slightest trouble to ascertain whether it was so or not?" asked Mr. Dickson.

"I did not. That was not my business." Going back to the lease question Mr. Dickson asked:

"Don't you understand that these evictions were made because the Markle company has not enough company houses for its employees, and that when a man leaves their employ, they are obliged to have him vacate the house to make room for his processor?" waving his fists and addressing him-self to the commission Mr. McCarthy

shouted:
"I don't understand any such thing.

understand it to be a declaration to the laboring man that if he did not do as the company ordered him he would be put out

in the street."

Miss Gertrude Martin, a professional nurse and the head nurse of the medical corps of the Markle Company, testified to the work done by the physicians and nurses. All, she said, were skilled in their profession, and the less feeling the less than the nurses. All, she said, were skilled in their profession, and the best feeling prevailed between them and the miners and their families. In cross-examination Mr. Darrow attempted to show that the witness had been "schooled." When he asked the witness if she had had any special conversation with Mr. or Mrs. Markle or any official of the company, she replied that she never had. Judge Gray said:

"Mr. Darrow, it you think this is manufactured testimony, say so. It seems to factured testimony, say so. It seems ne that the evidence is quite clear and free

from any such suspicion."

"Let me explain," began Miss Martin.
"I object. There's There was no question. replied Mr. Darrow.

"Then," said Judge Gray to Miss Martin

Then, sattled to the commission if not to counse!

A. Williams, general superintenden for George B. Mark'e & Co. at Jeddo, went on the stand to substantiate the printed answer which John Markle has given to the commission. The witness testified that he had been in the employ of the commission of the commission. pany since Oct. 9, 13 2. "On Oct. 22." he said, "a notice was posted

asking all men desiring employment to apply at the office of the company. Only about 150 came back. We saw that pickets were stationed along the roads to prevent

the men returning to work.

"I was present at the interview between John Markle and a committee of the miners n Oct. 23. Mr. Markle said that he would take back all men excepting some whose actions he was investigating. At a conference on the following day he said that there were certain men who could never return to work on his property, not because they vere members of the union, but on account of their individual acts. The committee comised to reply to Mr. Markie on the dlowing evening, Saturday, but no word

was received from them.
"On 'the following Monday morning,
though the Coal and Iron Police, notice
was served on twelve men to give up the
possession of their houses." Under the cross examination of Mr. I a row, the witness said that he was present at the eviction, which were made because Mr. Markle believed the men to have been guilty of improper actions.

COAL SENT IN SLEIGHS.

The S nowfall Fails to mock Delivery Up or

Downtown Prices Still Going Down. For the first time on record, so far as is known, coal was delivered in sleighs in the upper parts of this city yesterday, and in o asequence the people of Inwood, Riverdate and Kingsbridge had loads delivered to them quicker than could have been done by trucks if there had been no

There is enough coal up there for the to \$12 last week. Yesterday it was from \$11 to \$12 last week. Yesterday it was from \$5.50 to \$10 a ton. In Manhattan from \$7.50 to \$8.50 a ton was the general price. Independent coal took another drop because some of the companies compelled the independent operators to move their stock before the companies would give any more cars. Some of the new pail depots were opened, and all will be in operation, probably by te-morrow.

UNION STRIKERS FINED.

Carriage Workers of Amesbury, Mass Guilty of Assault-One Sent to Jail. AMESBURY, Mass. /Jan. 26.—The five cases f assault and battery and disturbance of the peace, growing out of the strike of the carriage workers here, were heard in the district court to-day and in each case a verdict of guilty was found.

The cases of the four union men who were arrested on last Friday were disposed of arrested on last Friday were disposed of first, and, after decision had been made appeals were taken and the men hed under, bonds for the May term of the Superior Court. The severest penalty was that inflicted upon Eugene LaRivero, who was fined \$30 for disturbance of the peace, and sent to jail for two months for assault

BREAK IN LYNN SHOE STRIKE. Some of the Women Stitchers Who Went Out in Sympathy Return.

LYNN, Mass., Jan. 26.-Another break in he ranks of the shoe strikers came this morning when some of the women stitchers who went out at the Watson Shoe Company factory in sympathy with the Knights of Labor cutters returned to work. They said that they had been impressed by the arguments of the Boot and Shoe Workers' Union. Nearly all the departments in this factory are working to-day, though not with full force. The Boot and Shoe Workers' Union put

The Boot and Shoe workers Union put its cutters into eight factories to-day, about the same number of men as usual going to work. The anticipated exclus an Saturday and Sunday did not take place.

A hearing was begun to-day upon the application of the shoe manufacturers for an injunction against the cutters. Counsel for the Knights of Labor cutters admitted that there had been rioting in the streets. that there had been rioting in the streets.

Girls Threaten Strike and Are Locked Out. CHICAGO, Jan. 26 .- Girls who pack crackers at the Kennedy Biscuit Company's plant threatened to strike to-day because three girls employed in packing sample three girls employed in packing sample cases, were not members of their union. This aroused Manager C. W. Sample, and to-day he closed the factory, throwing 1,200 people out of work. The lockout was ordered after a committee of the Women Cracker Packers and Helpers Union had called on Mr. Sample.

ECLIPSE OF THE BEGGAR BOSS. King of the Panhandlers Goes to the Island

John Smith, alias Clark, alias Hugo, acknowledged leader of all the city beggars. was captured yesterday morning by dicancy Officer Patten of the First District Court and when arraigned before Magistrate Pool was sent over to the Island for six months. He was identified by Special Officer Forbes of the Charity Organization Mendicancy Board as being the famous king of the panhandlers, probably the most hardened and habitual beggar in New York. Three years ago the executive ability of Smith, who is a cripple, succeeded in organisare young and without experience, and observed barm?"

"I may have said that."

"Then, which time were you telling the at O'Rourke's saloon at 180 Park Row.

at O'Rourke's saloon at 180 Park Row.

Smith was made president and the most rigid rules were enforced by him over the worst gang of mixed thugs and mendicants that ever assembled in the country. Every member was assessed half a dollar, and from this fund Smith paid the expenses of securing legal counsel to defend any member of the association who was unfortunate enough to be arrested.

And woe betide the unwilling cripple or beggar who refused to contribute. Under the stem direction of Smith the recreant was promptly pointed out to the police and was committed and recommitted until he chose to pay the tax. When special officers were assigned to the duty of weeding out the hole, trouble began for the association and one after another the members were picked up and committed to the workhouse until the league was effectively broken up.

workhouse until the league was effectively broken up.
Smith is a little man, almost bald, with a repulsive face. Though he is lame and walks with a crutch and a cane, he has already laid out one officer who attempted to arrest him and even in court yesterday showed his willingness to wreak vengeance upon the man who identified him. He has often expressed his determination to begin every time he gets a chance, as that is the every time he gets a chance, as that is the

Coal Breaker Burned.

WILKES-BARRE, Pa., Jan. 26.-The Lee breaker of the Melville Coal Company, near here, was destroyed by fire this morning. with the engine fan and other small buildings adjoining. The loss is \$55,000. The breaker was being repaired for resumption of operations. The cause of the fire is not

CHOYNSKI PUTS OUT MAHER. The Irish Pighter Floored in the Second Round.

PHILADELPHIA, Jan. 26.-In the second of what was to have been a six round wind- securing wealth, power and notoriety; up at the Washington Sporting Club to-night Joe Choynski landed with the right on a Peter Maher's jaw. Peter looked around to restrain one man he has a right to revaguely and finally measured his length on strain a million; and that the power that the floor. There were those about the can break the Constitution to crush the Peter Maher's jaw. Peter looked around ringside who declared that Maher quit,

but there was nothing in evidence to prove it From the minute that the men put up their hands, there was but one man in it and he was Choynski. He feinted and sidestepped, until Maher did not know whether he was on foot or on horseback. Choynski toyed with

foot or on horseback. Choynski toyed with Peter and yet he came within an ace of losing the bout in the first round, just as he lost his last bout with the same Irishman by overconfidence. The first round was almost over when Choynski walked right into one of Peter's left-handed swings. He felt the effects of the punch, but keeping his wits about him, he sent in a straight left against Peter's face that stead ed Peter and gave Choynski a change to get himself togsther. Peter a chance to get binself together. Peter tried to rush things, but before he could do any material damage, the bell sounded.

Maher was cautious when he got up for the second round. He landed a left on the second round. He landed a left on Choynski, but there was no steam behind it. The latter got back with a right on Peter's jaw. Peter went back a few paces and then tried to rush Choynski, but the latter easily ducked away from danger.

After drawing Maher toward him and feinting with his left, Choynski sent his right across. It was a downward punch and caught Maher on the danger spot. and caught Maher on the danger spot. Peter went down and stayed there for

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MINERS'DEFENCE FUND WILL DO

DECISION NOT TO MAKE IT LARGER BY \$2.000.000.

line Workers Appoint a Committee to Go to Washington and Put Senators on Record on Anti-Injunction Bill-Efforts Be Made to Pass the Measure.

INDIANAPOLIS, Jan. 26. - The United Mine Vorkers of America decided to-day that would be impolitic at this time to take steps to raise a national defence fund by adding \$2,000,000 to the \$1,000,000 now in the treasury, and the report of the committee which reached this conclusion was adopted after a short discussion. In place of this, and because of the "unorganized ondition of many of the miners in the districts," it was recommended that the present assessment of ten cents a month be continued for one year. This assessment brings in approximately \$30,000 a month, and the 13.0,000 thus raised will be devoted to organization.

The committee pointed out that many of the districts now have large defence funds, and as it had been shown, by experience in the anthracite strike, that the niners will respond cheerfully to any a sessment that an emergency may make necessary, it was considered inadvisable to increase the money in the treasury and et it lie idle in bank. The proposition to raise the money and invest it in easily convertible securities, such as Govern ment or municipal bonds, was regarded

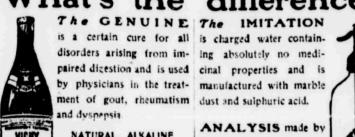
impracticable. The convention received a report from ts special committee, which was appointed to draft an expression on "government by injunction." The report declared that while many Judges hear and determine cases conscienticusly, there are those who do not besitate to stretch or even break the law to promote the interests of those who are in a position to assist them in that they are moved by the same feelings prejudices or passions that influence ordi-nary citizens; that if a Judge has the right employees of a coal miner or a railroad king, can destroy the lives of the people whenever it suits the purpose of that power

Washington and work for the passage of the "Anti-Injunction bill," now pending in the Senate, and to take the record of

A change was made in the constitution today by which it will require a three-fourths vote of the membership of the organization hereafter to order a strike. Heretofore two-When the result of the referendum vote by which the officers were recently elected was announced in the convention it was dis-covered that only about one-sixth of the organization had participated in the elec-tion. President Mitchell received 56,032 votes and Secretary-Treasurer Wilson re-ceived 56,125. Neither had any opposition, but much surprise was expressed that Mitchell's vote was the smaller. T. L. Lewis of Ohio was reflected vice-president. This city was chosen as the next meeting place of the convention.

Song Writer Begs a Drink. Jes. e C. Campbell, the author of "Orange Blossoms" and other songs, was in the Yorkville police court yesterday on a charge

of begging for money to buy a drink What's the difference?



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FOR RATES, ETC., APPLY TO I BROADWAY.

OCEANIC STEAMSHIP CO. Sails from San Francisco to HONDLULU every 10 days. To SAMOA. NEW ZEALAND and AUSTRALIA. SPLENDID 6,000-TON STEAMERS, Feb. 19th, March 12 and every 21 days. TAHITI once a month. Round the world, 2637-70. E. F. BURNETT, G. E. Agt., 427 Broadway, N. Y.

OLD DOMINION LINE. PALLY SERVICE.

For Old Point Comfort, Norfolk, Portamouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 28, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Trame Manager

WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL. Cettic. Jan. 28, 330 P. M. | Oceanic. Feb. 11, 5 A. M. Teujonic. Feb. 4. noon | Germanic. Feb. 18, noon Pier 48, North River, Office 9 Broadway, New York.

8.00

9.30

11,30

CUNARD LINE TO LIVERPOOL From Pier 51, North River,
Etruria. Jan. 31, 7 A. M. | Ivernia, Feb. 14, 7 A. M.
Sazonia, Feb. 7, 1 P. M. | Lucania. Feb. 21, noon
VELNON H. BROWN & CO., Gen. Arts., 29 B'way.

STEAMBOATS.

BOSTON AND POINTS IN PALL RIVER LINE, via Newport and Fall River.
Leave Piver 19, N. R., foot Warren St., week days
only, at 5:00 P. M. Steamers PLYMOUTH and
PILGRIM. Orrhestra on cach.
STONINGTON LINE, via Stonington, Lve. Pier 40,
N. R. ft. Clarkson St., week days only, at 6:00 P. M.
Steamers RICHARD PECK and NEW HAMPSHIRE,
NORWICH LINE, via New London, Lve. Pier 40,
N. R. ft. Clarkson St., week days only, at 3:20 P. M.
Stra. CITY OF LOWELL and RHODE ISLAND.
NEW HAVEN LINE, for New Haven, Hartford,
Springfield and the North. Leave Pier 25, E. R., foot
Peck Silp, week days only, at 4:30 P. M. Steamer
CHESTER W. CHAPIN.

JOY \$1.25 to Providence. First Class Service Fast and elegant Steamers leave New York daily, excep ing Sunday, at 5 P. M., from Pier 35, East River, foot of Catherine St.

RAILROADS.

RAILROAD

to The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street
Station, except where otherwise noted.
7.55 A. M. FAST MAIL.—Limited to two Parior Cars
and Dining Car New York to Pittsburg. Sleeping
Car Pittsburg to Chicago. No Coaches to Pittsburg. Burg. S. M. FAST LINE.—Pittsburg and Cleveland. 9.35 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Siceping, Dialng. Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Detroit, Cincinnati, Indianapolis, Louisville, St. Louisville. St. Louis.

S. P. M. THE PENNSYLVANIA SPECIAL. 20hour train to Chicago. Pullman Compartment
Observation. Drawing room, Steeping. Dining. and Buffet Smoking Car.

55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—
For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining

Car. 85 P. M. ST. LOUIS EXPRESS.—For Pittsburg. Cincinnati, Indianapells, Louisville, St. Louis, Dining Car. For Welch, W. Va. (via Shenandoah Valley Route). Nining Cat. For Welch, W. Va. Wa Shenandoan Valley Route).

5.55 P. M. WESTERN EXPRESS.—For Chicago. For Foledo except Saturday. I Injunt Cat.

7.55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.

8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland and Cincinnati. WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7.55. 8.25. 8.25. S.55 (Dining Car), 10.10 (Deshrosses and Cortlandt Streets, 10.200 (Dining Car), 11.55 (Dining Car) a. 10.55 (Dining Car) a. 10 (Deshrosses and Cortlandt Streets, 2.20), 3.25 (Congressional Limited, "all Parior and Dining, Cars), 3.25 (Dining Car), 4.25 week days.

SEABOARD AIR LINE RAILWAY.—Express. 2-10
p. in week-days. Mail. 12-10 night daily. "Seaboard Florida Limited." 12-55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For
Memphis and New Orleans. 2-25 p. m. daily.

CHESAPEAKE AND OBJO RAILWAY.—7-55 a. m. CHESAPEAKE AND OFFO RAILWAY. -1.55 a. m. week days, 12.55 and 4.55 p. m. daily.
POR OLD POINT COMFORT and NORFOLK. -7.55 a. m. week days and 8.35 p. m. daily.
ATLANTIC CITY. -0 55 a. m. and 2.55 r. m. week-days. Sundays, 7.53 a. m. Through V-stibuled Trains. Buffet Parlor Cars and Standard Coaches on week days. Perior Smoking Car. Parlor Cars, Dining Car and Standard Coaches on Sundays. Parior Cars. Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12.55 p. m. week-days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station) 8.55 a.m., 12.10, 3.25, 4.85 and 11.25 p. m. week-days. Sundays, 9.25 a.m., 4.55 p. m. (from Desbroases and Cortlandt Streets) 9.00 a.m., 12.70, 3.40, 5.10 and 11.30 p. m. week-days.

Sundays, 9.45 a. m., 4.55 p. m. (from Desbroases and Cortlandt Streets) 9.00 a.m., 12.70, 3.40, 5.10 and 11.30 p. m. week-days.

FOR PHILADELPHIA. 6. in (Desbrosses and Cortlandt Streets, 6.20), 7.25, 7.55, 8.26, 8.55, 9.25 (9.55 Penna, Limited), 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Philag Car., 1.55 (Dining Car), 11.56 a. m., 12.15 Dining Car., 1.55 (Dining Car), 2.19 (Descresses and Cortlandt Streets, 2.20), 2.55, 3.25 (Philag Car), 3.55 (Dining Car), 4.55 (Dining Car), 5.55 (Dining Car), 7.55, 8.25, 8.55, 9.25 D. m., 17.10 night, Sundays, 6.10, 7.55 (Dining Car), 7.55 (Dining Car), 7.55 (Dining Car), 8.25 (Dining Car), 2.55 (Dining Car), 3.55 (Dining Car), 3.55 (Dining Car), 3.55 (Dining Car), 4.55 (Dining Car), 4.55 (Dining Car), 3.55 (Dining Car., 5.55 (Jining Car.), 7.55, 8.25, 8.35, 9.25, p. m., 12.16 night.
Ticket offices. Nos. 461, 1354, 111 and 221 Broadway; 122 Fifth Avenue (below 221 St.), 263 Fifth Avenue (corner 29th St.) 1 Astor House; West Twenty-third Street Station, and stations (bot of Desbrosses and Cortisand Streets, 4 Court Street, 800 Fult in Street, 98 Brandway and Pennsylvania Annex Station, Broaklyn; Station, Jersey City, The New York Transfer Compeny will call for and check baggare from hotels and residences through to destination.
Telephone "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.
W.W. ATTERRURY.
Gen't Passenger Agent. General Manager. Gen'l Passenger Agent.

Leave N. Y. City, South Ferry, Liberty St. Chicago, Pittsburg ... *12:10 ngt. *12:15 ngt Chicago, Columbus ... *12:25 pm. *1:00 pm Diner. Chicago, Columbus ... *12:25 pm. *2:40 pm Lim'd Pittsburg, Cleveland ... *2:35 pm. *2:40 pm Buret. *2:40 pm. ROYAL BLUE TRAINS.

BALTIMORE & OHIO RAILROAD.

BATLROADS NEWYORK

VIA NIAGARA FALLS.

VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below:
North and Westbound trains, except those leaving Grand Central Station at 8:30, 11:30 A. M., 2:45, 3:30, 9:16, 11:30 P. M., will stop at 125th st. to receive passengers ten minutes after leaving Grand Central Station.

All Southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 36 and 68, will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12.10 A. M.—9MIDNIGHT EXPRESS.—Due Albany 5:55 A. M. Troy 6:50 A. M.

7.54 A. M.—9MIDNIGHT EXPRESS.—Due Albany 5:55 A. M. Troy 6:50 A. M.

7.54 A. M.—12MPIRE STATE EXPRESS.—Due Buffalo 4:46. Niagara Falls 5:46 P. M.

8.45 A. M.—12MPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:46. Niagara Falls 5:46 P. M.

8.45 A. M.—15AY EXPRESS.—Due Rutland 7:55 P. M.

11.30 A. M.—15AY EXPRESS.—Due Rutland 7:55 P. M.

12.50 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.00 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.01 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.02 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.03 A. M.—10 P. M. Niegara Falls 1:55 P. M.

10.04 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.05 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.06 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.07 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.08 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.09 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.00 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.01 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.02 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.03 A. M. St. Louis 6:45 P. M. next day.

10.04 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.05 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.06 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.07 P. M.—10 P. M. Niegara Falls 1:55 P. M.

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10.00 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.00 P. M.—10 P. M. Niegara Falls 1:55 P. M.

10.00 P. M.—10 P. M. Niegara

P. M.—'ADIRONDACK AND MONTREAL EXPRESS.
P. M.—'BUFFALO AND TORONTO SPECIAL. Due Buffalo 7:25 A. M., Ni-agara Falis 8:13, Toronto 10:50 A. M.
P. M.—'SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.
P. M.—'SOUTHWESTERN SPECIAL.—
Due Cincinnail 7:50, Indianapolis 10:10
P. M., St. Louis 7:30 second morning.
P. M.—'PACIFIC EXPRESS.—Chicago whours by M. C. 35 hours by Lake Shore.
P. M.—'CHICAGO THEATRE TRAIN.—
Cape Vincent, Ogdensburg, Buffalo, Detroit and Chicago.

FEXCEPT Sunday. FEXCEPT Monday. *Daily. *Except Sunday. Texcept Monday.

**PARLEM DIVISION.

**9:08 A. M. and 3:36 P. M., Daily, except Sunday to Pittsfield and North Adams: Sunday at 9:20 A. M. Pullman cars on all through trains. Trains illuminated with Pintsch light.

Ticket offices at 113, 261, 415 and 1216 Broadway, 125 Union Sq., W. 275 Columbus av., 133 West 125th st., Grand Central Station, 125th st., station and 184th st. station. New York 228 and 726 Fulton st., and 106 Broadway. E. D., Brooklyn.

Telephone, "300 38th street" for New York Central Cab Service. Baggage checked from hotel of residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE BETWEEN. NEW YORK, BOSTON AND Via Springfield and the BOSTON AND ALBANY RAILROAD. (New York Central & Hudson River R. R., Lessee.)
Trains leave Grand Central Station, Fourth avenue and 42d street, New York, as follows:
19.00 A. M., 112:00 noon, *4:00 P. M., *11:30 P. M.;
strive at Boston 3:30 P. M., 5:40 P. M., 10:00 P. M.,
118 A. M. 6:15 A. M.
Leave Boston 19:00 A. M., 112:00 noon, 4:00 P. M.,
11:00 P. M.; arrive New York 2:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 4:15
and 12:16 Broadway, and at Grand Central Station.
A. H. SMITH. GEORGE H. DANIELS.
General Superintendent. General Passenger Agent.

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R. Lessee). Trains leave Franklin St. Station, New York, as follows, and 15 min, later foot West 42d st., N. R.—

*7:10 A. M.—For interm. points to Albany.

*1:100 P. M.—Chicago Express.

*2:25 P. M.—Cont. Lim. for Detroit, Chi. & St. Louis, 2:25 P. M.—Cont. Lim. for Detroit, Chi. & St. Louis, 2:25 P. M.—For Roch., Buffalo, Cleve'd & Chicago, 17:46 P. M.—For Roch., Buffalo, Cleve'd & Chicago, 17:46 P. M.—For Syra., Roch., Niag-Falis, Det. & Chi. & St. Louis, 2:25 P. M.—Gor Syra., Roch., Niag-Falis, Det. & Chi. & M.—For Syra., Roch., Niag-Falis, Det. & Chi. & M.—For Syra., Roch., Niag-Falis, Det. & Chi. & M.—Cor. Syra., Roch., Niag-Falis, Det. & M.—Cor. Syra., Roch., Niag-Falis, Det. & Chi. & M.—Cor. Syra., Roch., Niag-Falis, Det. & M.—Cor. Syra., Roch., Niag-Falis, Det. & Chi. & M.—Cor. Syra., Roch., Niag-Falis, Det. & M.—Cor. Sy

N. Y., N. H. & H. R. R. and connections
From Grand Central Station.

Leave
By way of
\$8.90 A. M. Hartford and Willimantic,
\$6.900 A. M. Springfield and Worcester,
\$1.000 A. M. Thew London and Providence,
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READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier).

EASTON. BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:30 (5:45 Easton only), P. M. Sundays, 24:25 A. M., 1:70, 5:30 P. M. WILKESBARRE AND SCRANTON—24:00, 9:10 A. M., 2:50 P. M. Sundays, 24:25 A. M., 1:P. M. LAKEWOOD AND LAKEHURST. TOMS RIVER AND BARNEGAT—24:00, 9:40 A. M., 1:30 (3:40, 4:10 Lakewood and Lakehurst only), 5:00 (9:30 Lakewood only) P. M. Sundays, 10:20 A. M. VINELAND AND BRIDGETON 13:40 P. M. VINELAND AND BRIDGETON—14:00 A. M., 11:30 P. M.
LONG BRANCH. ASBURY PARK. OCEAN GROVE. POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 4:44, 5:30, 6:30 P. M., Sundays, except Ocean Grove, 9:00 A. M., 4 P. M., Sundays, except Ocean Grove, 9:00 A. M., 4 P. (READING TERMINAL)—2*4:25, 17:20, 18:00, 9:00, 10:00, 10:100 A. M., 12:00, 10:00, 11:00 A. M., 12:00, 10:00, 11:00 A. M., 12:00, 10:00, 10:00, 10:00, 10:00, 10:00, 10:00 P. M., 12:15 Mdt.

2**HAND CHESTNUT STREETS—44:05, 78:30, 10:30, 10:10 M. Reading Only, 14:100, 12:00, 10:10,

ROYAL BLUE LINE.

POR BALTIMORE AND WASHINGTON—18:20, *19:20, *11:39 A. M., *1.00, **5:40, *5:00, *7:00 P. M., *12: 5 Mdt.
2 From Liverty Street only. *Daily. *Daily.
2 Sept Sunuay. *Sunday only. *Parior cars only.
1 Via Tamaqua. *Sunday only. *Parior cars only.
1 Via Tamaqua. *Sunday only. *Parior cars only.
1 Via Tamaqua. *18:00, 13'4 Broadway, 182 fith
Ave. 25 Union Square West, 153 East 17:31 St.
273 West 12:5th St., 245 Columbus Ave. New York;
4 Court St., 344, 800 Futton St., Broadlyin as Broadway, Williamsburg. New York Transfer Co. Colls
for and checks baggage to desiliation.
W. G. BESLER. *C. M. BURT.
Vice-Pres. & Gen. Mgr. General Fass r Agent.

LEHICH VALLEY.
Foot of West 33d A. Cortland and Desbrosses Sts. 8.
Paily. † Except Sunday. Sunday changes: c 12 25.
d18 43. c 7.00. nb.25. s6.45. z 5.45.

The Survale Thats

Tickets and Pullman accommodations at 113, 261, 274, 284, 284 and 1884 Broadway, 182 5th Ave., 28 Union Square West, 245 Columbus Ave., N. Y.; 86 Fulton St., 4 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours St., 28 Broadway, and Ft. Fulton St., 270 Cours S Lackawanna Railroad.

Leave New York, foot Barelay and Christopher sta.

18:99 A. M. — For Binghamton and Syra use.

10:000 A. M. — For Buffalo, Chicago and St. Louis.

14:40 P. M. — For Buffalo and Chicago.

14:50 P. M. — For Seranton and Plymouth.

6:10 P. M. — For Buffalo and Chicago.

8:45 P. M. — For Utica, Oswego, Ithaca. Buffalo.

2:200 A. M. — For Chicago — Sleepers open 9 P. M.

Tickets at 113, 429, 1133 Broadway, N. Y., 338 Fulton st., Brooklyn.

Dally 'Except Sunday.

C. W. More Weste Buys Estat

Collins Morse No. besement between

of William No. 728, ad west corn 724 has be of the has evenue. William 14 Dey at 25x77.3, fo Union Tel Western John H.

dwelling.

Charles 17 West Te house, on Mrs. Peab The fou lot 23x100. street, is The Fra The Fra Cor a client story flat. Layton lots at the avenue and The Em sold No. 3 building. Charles 12 East 11 flats, on place 16x100.8; fewest Twen ling, on lot to Nannie

seventh st lot 20x51.2 Emil Ba Ninetieth 26.3x100.8. Carrie the Knick secure a bonds was amount ha pany to the Trust Complete of the Gen. Hopleted the twhich he borukshank about three the North Forest years. It is price was \$1 to state for been acquir

been acquir in the intere Company of Judge Vi made by Es Peter Horti ment of a n ment hotel Park and M appointment to the defer unty I rights.

124th street. Lenox avenue Sixteenth a east of Tenth ment (No. 1); M. B. Schram Goldmark, re subject to tal Sixteenth at

Seventy-nis

152d street, Broadway, 16 ing: H. M. Ha ment, \$10,787. 175th street 19.8x200x49.9x ing and vac Jane Bedell a C. S. Andrew subject to tal

Cauldwell at of 156th street, ct al.; J. J. Bi due on judge \$2,342.01; prior

|The letters
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Argmann to Lexington av. Searis to Ma 12,000.

lat av. 901 w Bermand Ka 5th av. 250.
William W Irriag pil, n e William W Irriag pil, n e William W Smith to 133,600 ...

50th at, 463. Edn. of t al. Edn. of t al. Edn. of t al. Edn.